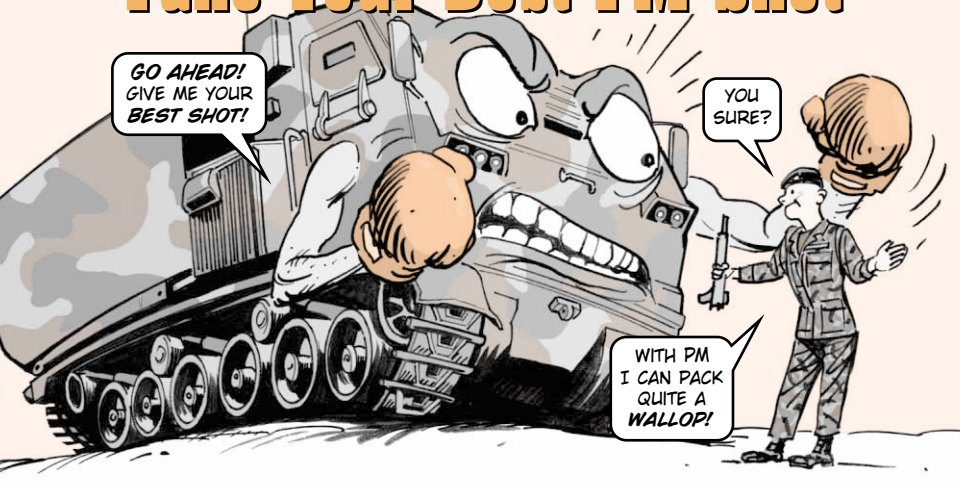
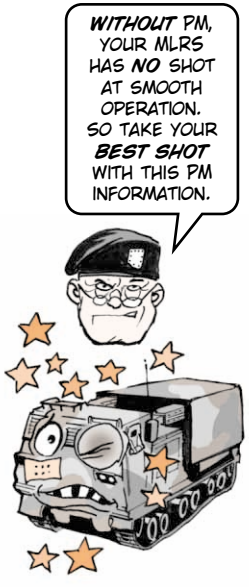
MLRS Carrier...

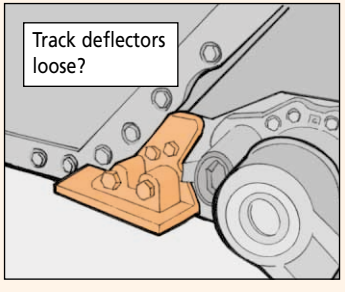
Take Your Best PM Shot





Track Deflectors

Before moving out, take a look at the track deflectors. They protect the roadwheel arms from track slap. If the bolts are loose, the deflector can get caught in the track and break off. Tell your mechanic about loose bolts.



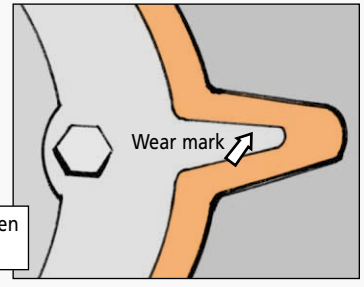
Hardware

At first glance, it may seem cheaper and easier to re-use bolts, screws and self-locking nuts on the MLRS's suspension, steering and braking components. **It's not.**

Used hardware won't hold. It works loose and falls out. That results in damaged components. So toss old hardware and replace it with the parts called out in the parts TM.

Final Drive Sprockets

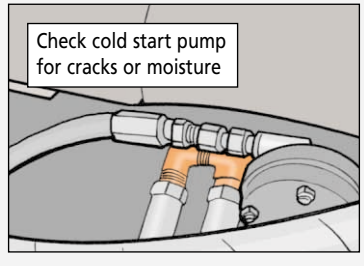
Reverse the final drive sprockets when they wear down to the wear circle. If the wear goes too far past the circle, the sprocket starts hooking the track shoes. That damages the shoes and could result in a thrown track. When both sides of the sprocket are worn to the circle, replace the sprocket.



Cold Start Pump

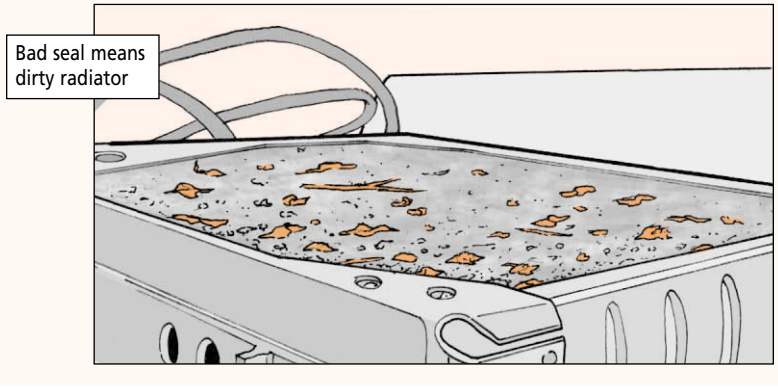
The fittings on the cold start pump crack from wear and vibration. Fuel drips from the fittings to the rocker arm covers and then onto the exhaust—a real fire hazard.

Eyeball the fittings for cracks before every operation. Feel for moisture and then smell your fingers for any trace of fuel. Immediately report a potential leak.



Radiator Plenum Seal

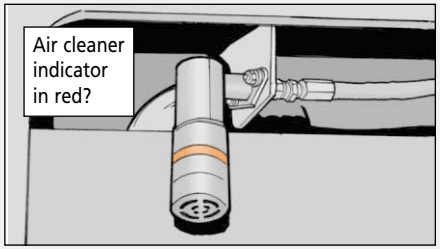
Check the radiator's plenum seal at least semiannually for cracks and tears. A bad seal lets in dirt, sand and insects that will coat the radiator fins and keep your engine from cooling off. Make a note until this check is added to the PMCS tables.



Air Filters

Eyeball the air cleaner indicator in the engine compartment **before** every operation. If the indicator is in the red, double check it like this:

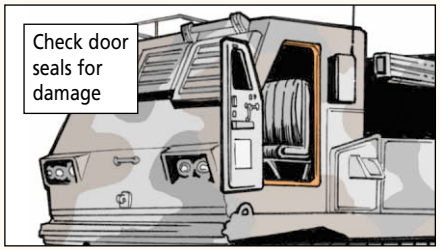
1. Push the reset button.
2. Start the engine and hold the accelerator pedal all the way down for 5 seconds. Then let the engine idle for about 30 seconds.
3. Cut the engine and recheck the indicator. If it's in the red again, remove and clean the air filter V-pack.



Door Seals

The cab is over-pressurized during firing to prevent toxic fumes from entering the cab. If the door seals aren't in good shape, rocket exhaust gas can enter the cab.

Check the rubber seals **before** every operation. If they are dry or brittle, get 'em replaced.



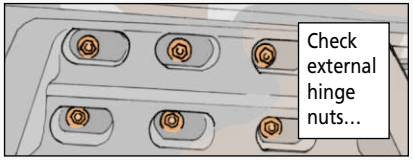
Raising the Cab

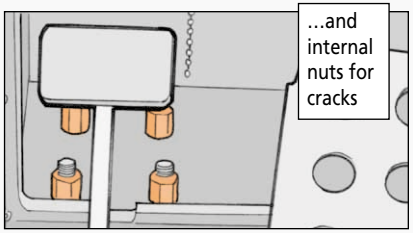
Before raising the cab, eyeball the cab hinge studs and nuts for cracks. If you find any, let your mechanic know. Don't raise the cab until cracked studs and nuts have been replaced. You don't want to be under the cab if the hinges fail!

Also, remove all equipment stowed on top of the cab before raising it. The elevating jack assembly can't take the extra strain and falling equipment could kill or injure you or others.

Slow and easy is the way to raise the cab. The faster you go, the more the cab rocks back and forth. That puts a lot of strain on the hinges.

Once the cab is up, check the hinge studs and nuts on the inside, too. Again, your mechanic should replace any damaged ones.



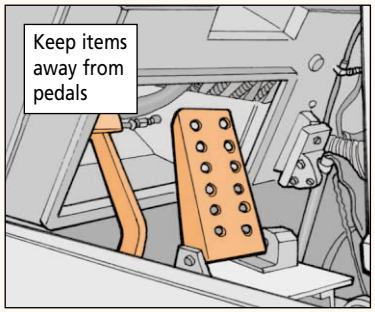


Lowering the Cab

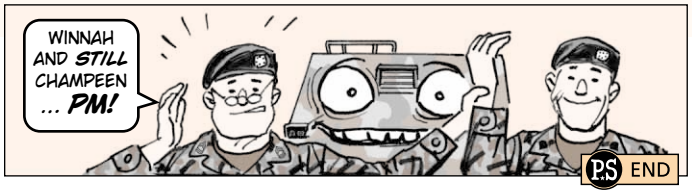
Before lowering the cab, check inside for any TMs, tools or other items that may have fallen around the accelerator and brake pedals. Anything that gets in the way will be crushed and can damage the control linkages as the cab is lowered.

Once the cab is down, lock it down right or you could ruin the threads on the hold-down nuts or crack the frame.

If the nuts are not seated or tightened right, the cab sits cockeyed. The frame can crack as the cab flexes. The nuts can bind, too, so keep the threads clean. Never cross-thread 'em or the entire hold-down assembly has to be replaced. Use a little oil on the threads occasionally to make the job easier, too.



Release the tension on the elevation mechanism after the hold-down nuts are tightened. That way, there's no pressure on the mechanism while you're in operation. If you can move the elevation mechanism with your fingers, the tension is released.



M1A1 Tank...

IS YOUR TANK CRACKING UP?

If you've noticed cracks developing on the underside of the turret, don't panic. Your tank is not coming apart at the seams.

In most cases, these are not cracks in the armor but in the thin metal skin that covers the bottom of the turret.

The cracks need to be repaired, though, so keep an eye out for them during your PMCS. If you spot any, let your mechanic know. He'll fix them following the procedures that start on Page 5-361 of TM 9-2350-264-20-2-3.